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IDEA 0930-69

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17 December 1969

MEMORANDUM FOR: See Distribution

25X1A SUBJECT : Activity Report - November 1969

1. Request each addressee review the attached Commander's Report for problem areas for which he is responsible and forward within four working days, appropriate remarks and corrective action taken, or being taken, to this component for consolidation and ultimate transmission to the field. Negative replies are required.

2. Request some comment be made by the appropriate Division on every item which is pertinent to that Division.

3. Upon receipt and consolidation of your contribution, a message will be prepared by this office for signature of the DSA, who will indicate his approval by releasing the message for transmission.

25X1A

Deputy for Operations, OSA

Attachment:

As stated

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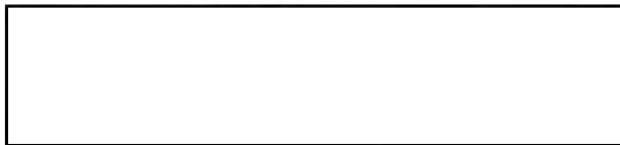
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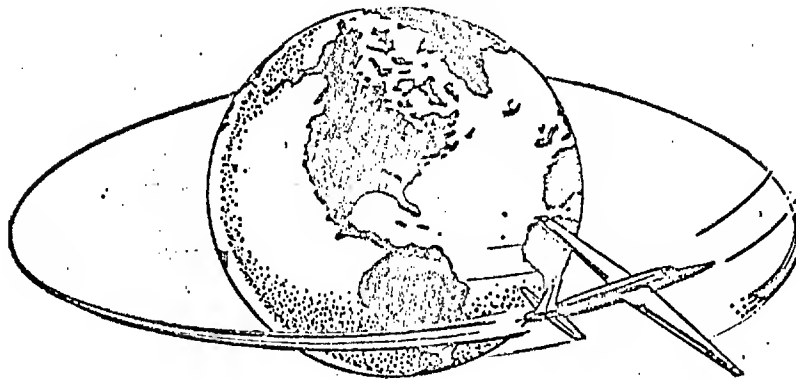
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ACTIVITY

REPORT



NOVEMBER 1969

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Director, OSA

FROM: [REDACTED]

SUBJECT: Activity Report - November 1969

	<u>Page</u>
A. Summary	1
B. Operations	2
C. Materiel	5
D. Support/Installations, [REDACTED] Activities	14
E. Life Support	18
F. Security	21

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ANNEX A

1. SUMMARY

25X1A The highlight of November was the successful completion of []
[] the effort to qualify the U-2R and pilots aboard a carrier.
25X1A The smooth manner in which this operation was accomplished speaks
well for those individuals in [] and at [] who
25X1A were responsible for [] planning and actions. The Captain
and crew of the USS America were especially helpful and cooperative
throughout the operation.

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ANNEX B

2. OPERATIONS

2.1. Mirror Landing Practice (MLP) was conducted this month in preparation for [] on 20 November. The MLP training was highly successful as was the operation itself. We now have four drivers U2R carrier-qualified. [] Report has been forwarded to Project Headquarters.

2.2. [] Qualification continues to receive utmost attention. It is hoped that all units will soon be OR.

2.3. [] has been completed. RED DOT continues. A long flight to the East Coast has been rescheduled for mid-December. Weather permitting, this flight will complete the current RED DOT series.

2.4. During the month of December and early January flying will be at a minimum due to aircraft availability. Because of this, several drivers will be unable to maintain Category I Status. However, no degradation of Mission Capability will occur. By February all drivers should be able to again attain Category I Status.

2.5. [] will begin "C" recurrency flights on 9 December and should complete training prior to departure of []. It is planned that [] will assume [] functions in programs testing in addition to his Operations Officer duties.

2.6. The following is the month's summary for November 1969:

<u>CATEGORY</u>	<u>TASKS/SORTIES</u>	<u>HOURS</u>
<u>Training</u>		
Low Prof	4	6.1
MLP	31	22.6
<u>Config</u>		
[]	3	11.7
<u>Systems</u>		
[]	2	7.2
<u>Special Projects</u>		
[]	1	5.2
RED DOT	4	27.3
[]	7	8.9

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Misc

25X1A	Ferry	<input type="text"/>	4	25.4
	Maintenance		1	2.0
25X1A	Maintenance	<input type="text"/>	1	0.4

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2.7. U-2 PILOT ACTIVITIES

PILOT	U-2 FLYING ACTIVITY						T33A	
	TOTAL SORTIES		TOTAL 3.5 SORTIES		TOTAL HOURS		SORTIES	HOURS
	C	R	C	R	C	R		
	0	3	0	1	0	7.0	2	4.0
	0	2	0	1	0	7.2	4	7.3
	3	8	3	0	15.8	7.4	1	2.0
	0	1	0	1	0	4.8	3	5.3
	0	8	0	1	0	17.5	1	1.3
	0	10	0	2	0	19.5	0	0
	0	10	0	2	0	19.1	0	0
	1	1	1	0	4.4	2.0	2	4.0
	0	2	0	0	0	4.5	3	4.9
	0	9	0	0	0	7.6	N/A	N/A
TOTALS	4	54	4	8	20.2	96.6	16	28.8
REMARKS:								

2.8. U-2 AIRCRAFT UTILIZATION RATES -

AVERAGE NUMBER AIRCRAFT POSSESSED..... 6.1

AVERAGE NUMBER AIRCRAFT FLYABLE STORAGE..... 2.0

AVERAGE NUMBER AIRCRAFT IN/OR..... 4.1

AVERAGE NUMBER SORTIES PER AIRCRAFT..... 14.1

AVERAGE NUMBER HOURS FLOWN PER AIRCRAFT..... 28.5

TOTAL SORTIES FLOWN..... 58

TOTAL HOURS FLOWN..... 116.8

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ANNEX C

3. MATERIEL

3.1. Tactical Aircraft Maintenance

3.1.1. Articles 348 and 349 remained in flyable storage during this reporting period.

3.1.2. Article 383 completed four scheduled sorties in November and was in "Ready" status the entire period requiring only routine maintenance.

3.1.3. Article 051 was out of commission briefly on 4 November as postflight inspection revealed a hydraulic leak in the aft engine compartment. Engine roll back was required and replacement of two "O" rings at the flap selector valve corrected the condition. Article was transferred to [] on 10 November for a subsequent 75 day loan period.

25X1A

3.1.4. Article 053 entered periodic inspection and update on 4 November following a twelve hour Red Dot sortie. Twenty-five service bulletins were incorporated during this inspection. Functional check flight completing the inspection was flown on 21 November. Article entered "In Commission" status following this sortie with O.R. status pending [] sortie which was flown on 25 November. Subsequent readout of this sortie was unsatisfactory and another [] flight will be necessary when article returns to []. Article was transferred to [] on 26 November for [] installation.

25X1A

3.1.5. Article 054 was out of commission the first part of November for incorporation of Service Bulletin 351-262, AFCS modification. A combined []/Auto Pilot check sortie was flown on 6 November. This flight was satisfactory, however article was again taken out of commission for MLG modification and RX-107 kit installation (arresting hook) which was completed on 8 November. Article was involved in a non-delivery on 10 November when on postflight the A.C. generator would not drop off the line when reducing the power lever to idle. Corrective action was the replacement of the monitored A.C. contactor relay and the supervisory panel. On 11 November, an aggressive flight schedule began as fourteen MLP sorties were completed through 17 November in preparation for the [] exercise. This article deployed on [] ferry flight on 20 November as backup for Article 055. There were no carrier traps made with this article since Article 055 was utilized for all scheduled sorties. Article returned to [] on 24 November.

25X1A

3.1.6. Article 055, as the prime article for the [] exercise, completed seventeen MLP sorties through 18 November. Ferry departure from [] was made on 20 November. Following this ferry flight, post flight inspection revealed an oil leak at the CSD hydro cooler which required replacement. R-model aircraft were successfully "carrier qualified" as were [].

25X1A

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driver. Aircraft fueling, movement and storage on the carrier presented no problems. Although the exercise was very successful and went relatively smooth, it was not entirely uneventful. Unscheduled aircraft maintenance included replacement of the left hand tail landing gear door rod on one occasion and the left hand tail landing gear door on two occasions. These replacements were the result of damage incurred on three of the trap landings.

3.2. Support Aircraft Maintenance

25X1A 3.2.1. T-33 S/N [] was out of commission a total of four days which constituted a Phased Inspection. U-3B S/N [] was out of commission three days which was also due to a Phased Inspection. 25X1A

3.2.2. The average "In-Commission" rate for all assigned support aircraft was 95.5% for the month of November.

3.2.3. Six transient aircraft were supported during the month.

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ARTICLE	ARTICLE	FLTS SCHED	FLTS COMPL	HOURS FLOWN	% IN COM	% OPS READY	TYPE MISSION					AIR ABORTS						GROUND ABORTS										
							Oper	Hq Dir	Trng	Maint	Ferry	Acft	Avion	Config	Wx	Ops	Other	Acft	Avion	Config	Wx	Ops	Other					
U-2 <u>G</u>	348	0	0	0	100	N/A																						
U-2 <u>G</u>	349	0	0	0	100	N/A																						
U-2 <u>C</u>	383	4	4	20.2	-	100			4																			
U-2 <u>R</u>	051	3	3	7.8	-	90			3																			
U-2 <u>R</u>	053	3	3	17.6	20	17			2	1																		
U-2 <u>R</u>	054	19	19	30.2	6	75			17		2																	
U-2 <u>R</u>	055	29	29	41.0	-	82			26	1	2																	
U-2 <u> </u>																												
TOTAL		58	58	116.8		73			52	2	4																	
T-33A		10	6	14.7	84	N/A																	4					
T-33A		10	6	16.4	100	N/A																				4		
T-33A		10	9	32.9	100	N/A																				1		
U-3A		16	15	41.6	100	N/A																				1		
U-3B		13	13	30.6	89	N/A																						
C-210		12	12	7.5	100	N/A																						
25X1A TOTAL		71	61	143.	95.																		10					

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3.4. System/Article Discrepancy Summary

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SYSTEM	NUMBER OF DISCREPANCIES							TOTAL PER SYSTEM	PERCENTAGE PER SYSTEM
	ARTICLE								
	383		051	053	054	055			
1. Acft Gen	1		1	2		4		8	20%
3. Hydro			2			2		4	9%
4. Elect					2	3		5	12%
5. Instr	1				1			2	5%
7. A/P	1		3		2	1		7	18%
8. Driftsight				1				1	3%
11. ARC-51					1			1	3%
14. AIC-10					3			3	8%
16. ADF				1				1	3%
19. IFF					1	1		2	5%

--	--	--	--	--	--	--	--	--	--

25X1D									
TOTAL PER ARTICLE	3		6	6	12	12		39	
PERCENTAGE PER ARTICLE	8%		16%	16%	30%	30%			100%

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25X1D

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Approved For Release 2002/06/13 : CIA-RDP68B00724R000200010001-8

SECRET

Approved For Release 2002/06/13 : CIA-RDP68B00724R000200010001-8

3.9. Unit Supply

3.9.1. The first of two C-130 missions supporting []
[] departed [] 14 November on schedule with a cargo load
of 7,803 pounds marked for ship prepositioning. The second aircraft
departed 19 November with cargo load of 17,244 pounds for beach
prepositioning. All cargo returned intact. No resupply problems
arose that could not be rectified by [].

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3.9.2. Supply activity:

FAK

Changes.....38 L/I
Issues.....375 L/I
Turn-Ins.....123 L/I

SLOE

Changes.....63 L/I
Accounts Inventoried.....2 ea
Accounts Under Inventory.....3 ea

SPARES

Inventory - November.....600 L/I
Inventory - Year.....10,633 L/I
To be inventoried.....400 L/I

SHIPMENTS AND RECEIPTS

Automatic receipts.....38 L/I
Receipts requested by us.....549 L/I
Shipments.....260 L/I
Long distance runs over 70 miles...12 (7.5 man days)
Total documents used - November.....428

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3.10. Remarks

25X1A 3.10.1. November was a full month, highlighted by the successful [] Exercise. The articles performed exceptionally well in spite of frustrating human lapses that reflected poorly on us humans but that discredited the birds not at all. Now that the U-2 is tightened up, internal people tightening is in order and is being accomplished.

25X1D

3.10.4. Support maintenance had an outstanding effective month. With six aircraft and six people assigned, one of whom was on leave most of the month, the eager beavers accomplished the following:

3.10.4.1. Flew 61 sorties for 143.7 hours.

3.10.4.2. Had no aborts, air or ground.

3.10.4.3. Had no maintenance non-deliveries.

3.10.4.4. Completed two phased inspections

3.10.4.5. Maintained an overall in-commission rate of 95.5%

The numbers tell their own story.

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Approved For Release 2002/06/13 : CIA-RDP68B00724R000200010001-8

13
SECRET

25X1A

Approved For Release 2002/06/13 : CIA-RDP68B00724R000200010001-8

Next 2 Page(s) In Document Exempt

Approved For Release 2002/06/13 : CIA-RDP68B00724R000200010001-8

SECRET

4.2. Installations

25X1A 4.2.1. The contract for the re-roofing of Hangar # 1 [] was completed on 10 November 1969 after the installation of four (4) pilot doors, boiler room double doors and painting of same after work accomplished. Necessary corrections to the previously installed roof ventilators were also made.

25X1A

4.2.2. The relocation of the perimeter fence and related lighting system around the new POL Truck Parking Lot was basically accomplished between 4 and 16 November 1969. Additional light poles and related electrical wiring has been progressing according to schedule. The grading and compacting of the parking lot is near readiness for blacktopping in early December as well as the roadway for the LOX facilities. The only difficulty encountered to date in this contract is with the airplane wash rack facility. The water piping as installed in accordance with the drawings was found to be inadequate since it was connected to a non-pressured well line. No solution has been reached to date but a change order will be necessary to disconnect and extend to new line to a more distant source. Civil Engineering is now attempting to solve this problem with minimum cost.

25X1A 4.3. [] and Associates Activities

25X1A 4.3.2. During the month of November, drawings and specifications were being prepared for the new asphaltic paved surfaces, including chain link fence enclosure around the Inspection Building. Also being prepared are plans that are required for the modifications to Tower # 5. It is anticipated that the plans for the tower modifications will be completed and submitted to [] the first week in December. The plans and specifications for the bituminous paving operations will be submitted in December, as soon as final typing of specifications are completed.

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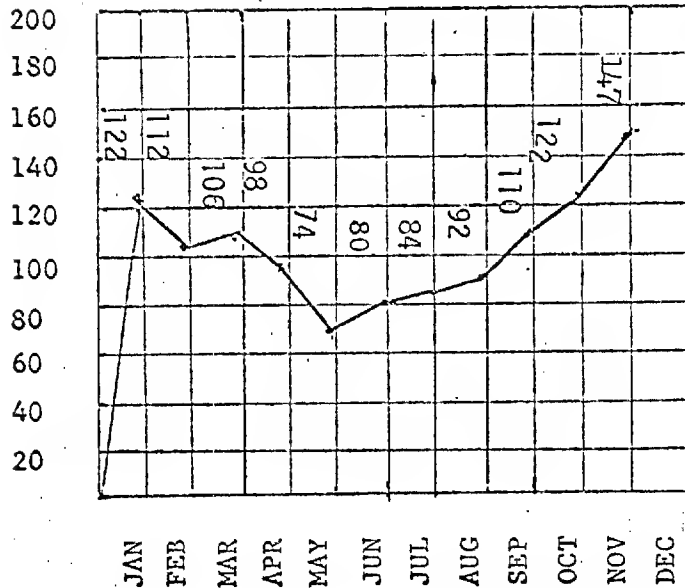
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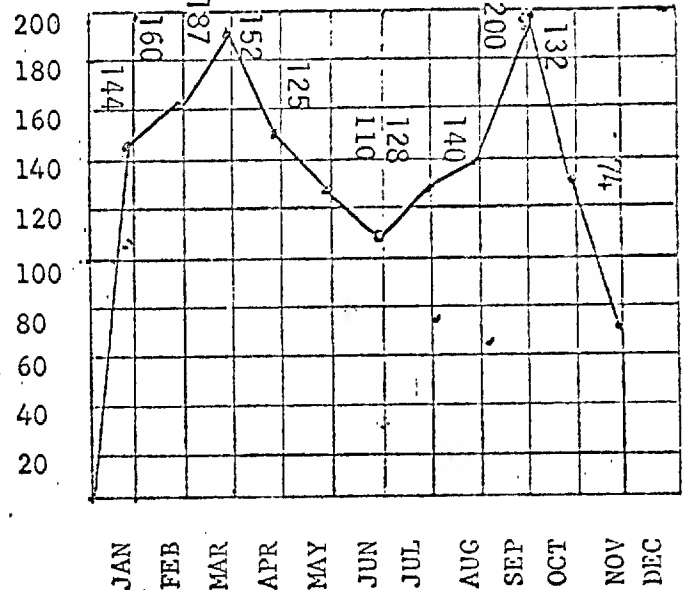
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5.1.2. Medical Activities

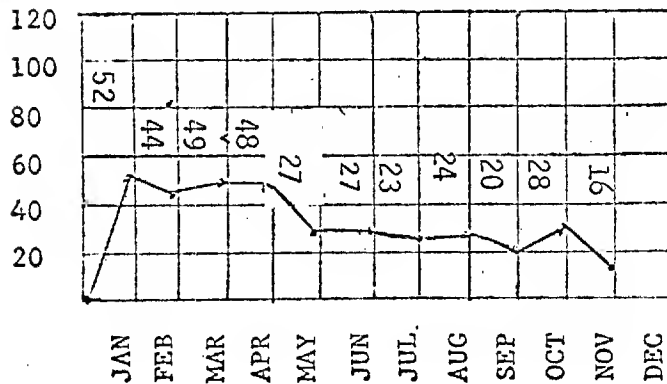
TREATMENTS 1969



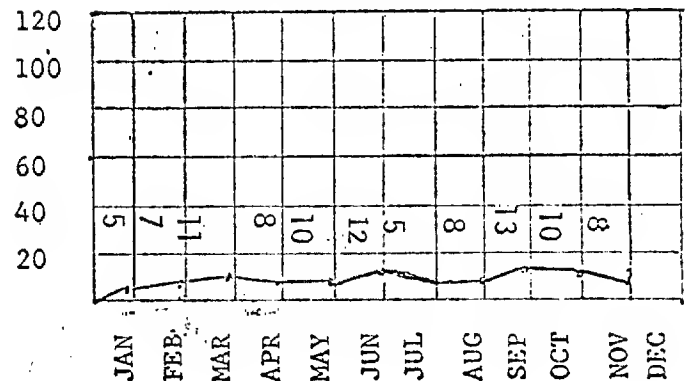
IMMUNIZATIONS 1969



PRE FLIGHT PHYSICALS 1969



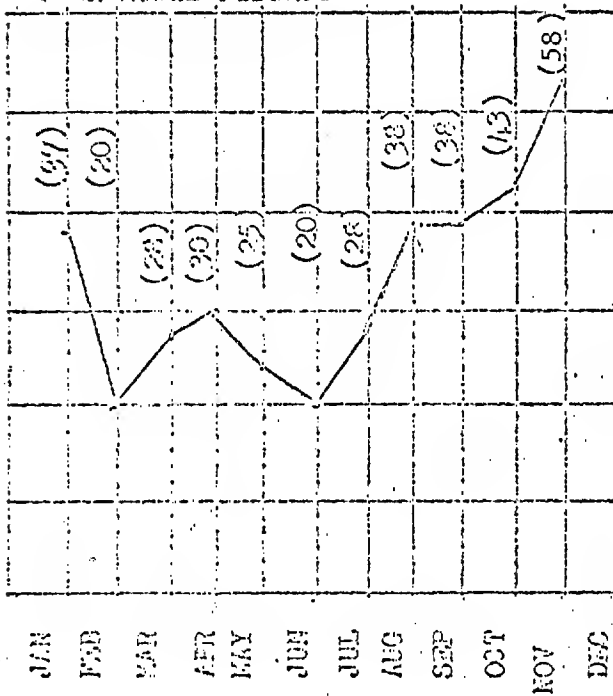
OTHER PHYSICALS 1969



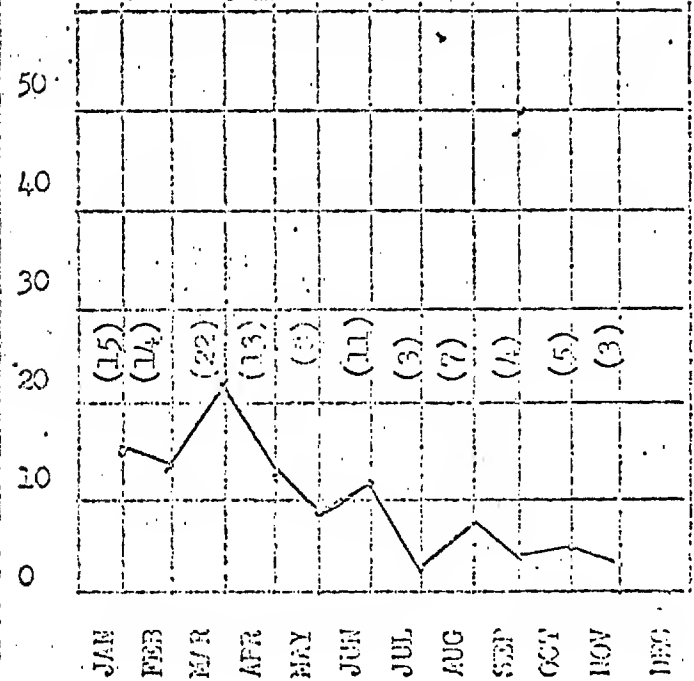
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5.2.2 FLIGHT SUPPORT

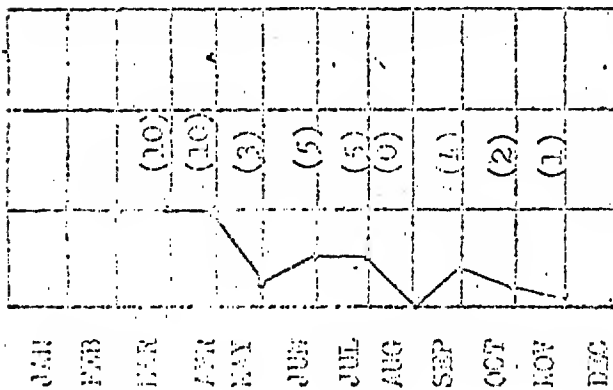
U-2R MODEL FLIGHTS



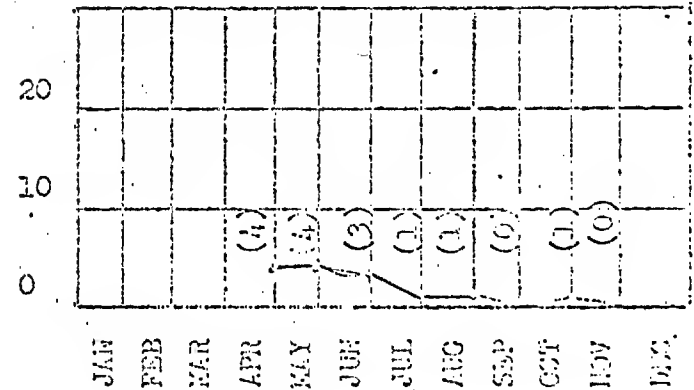
U-2C MODEL FLIGHTS



U-2R MODEL FLIGHTS CANCELLED



U-2C MODEL FLIGHTS CANCELLED



ANNEX F

6. SECURITY

6.1. Liaison

6.1.1. During a recent visit to this Detachment, [] conferred with [] and the contract security personnel. This meeting afforded the contract security personnel an opportunity for private discussions concerning their job status, salary and/or any problems relating to their position at this installation.

6.2. Support

6.3. Courier Activities

6.3.1. During this reporting period the Detachment's contract Security assistants completed four domestic runs. The total distance flown on the four runs amounted to 39,400 miles.

6.4. Remarks

6.4.1. During this period, [] met with all members of the Detachment's Security Staff. Personnel matters such as overtime pay, assignments, TDY travel were discussed and reviewed. Also discussed at this meeting were matters pertaining to the Detachment's general security posture. Everyone present was afforded an opportunity to voice their opinion and offer suggestions that would be beneficial to the security functions of this detachment.

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